

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

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67th District #2 Integrating Committee Meeting Minutes
March 20, 1998 – 8:00 a.m.
Board of County Commissioners' Conference Room
Cincinnati, OH 45202

The meeting was called to order by Chairman Brayshaw at 8:11 a.m. All Committee Members were in attendance with the exception of Mr. Richard D. Huddleston, who was excused.

Support Staff present: Vogel, Beck, Riddiough, Schlimm, Bass, Cottrill, Cline and Cron. Also present was Mr. Robert Richardson – Architect, City of Cincinnati and Mr. Rob Malloy – Secretary, Hamilton County Townships Road Superintendents Association. Others in attendance are listed on the sign-in sheet.

Mr. Seitz moved approval of the December 12, 1997 minutes; seconded by Mayor Savage and passed unanimously.

Chairman Brayshaw introduced Mr. Joseph Charlton, Deputy Director of City of Cincinnati Department of Public Works as a new member of the Committee. Mr. Charlton replaced Mr. John H. Hamner who is retiring at the end of March, 1998.

Mr. Joseph Cottrill presented the proposed rating forms for Round Thirteen (13), noting that the only change was the addition of a note at the beginning of the addendum. This was intended to point out to applicants that the Support Staff has some discretion in applying the criterion descriptions when rating the application.

Considerable discussion ensued among the various Committee Members and some members of the Support Staff.

Mayor Savage moved that the rating system for Round Thirteen be approved as presented except that the added note be deleted. Mr. Joseph Sykes seconded the motion.

Mr. Joseph Cottrill suggested that before voting it might be helpful to ask Mr. Rob Molloy to speak. He was representing the Hamilton County Townships Road Superintendents Association and the Sycamore Township Trustees; both groups having some concerns with the current rating system. Copies of letters to Chairman Brayshaw regarding this matter have been attached to the Agenda for the meeting which were in the Committee Members hands.

Mr. Rob Molloy spoke of the Groups concerns regarding the number and type of projects which had been funded in recent Rounds noting that it was apparent that fewer and fewer, but larger projects were being funded. He also questions why projects were "split" over two Rounds thus limiting the number of projects in subsequent Rounds. He suggested that the Committee consider some type of "capping" be considered so that more of the smaller projects could be built. He also suggested that consideration be given to Political Subdivisions who used Tax Increment Financing as a way to improve infrastructure.

These concerns generated more discussion regarding "caps" on project value/size, the requirements for more matching funds on larger projects, how category Six (which is mandated), would be effected and other materials.

Mayor Brooks pointed out that in all the considerations for rating a project, the original intent of the Issue #2 Program was to improve existing deteriorated infrastructure.

The question then arose as to "How much the project size and the costs thereof have increased, and how much the number of Funded Projects has decreased?".

By census, the motion to approve the Rating System was tabled and the Support Staff was requested to prepare some exhibits, based on historical information from the previous Twelve Rounds. This would show the number and sizes of both SCIP and LTIP Projects that have been Funded. Also, to show any trends that have developed.

Chairman Joseph Sykes of the Small Government Subcommittee had no report since the Subcommittee has not met since last meeting.

Old Business – None presented

New Business – None presented

To accommodate several of the members, the next meeting of the Committee was rescheduled to May 8, 1998.

Meeting adjourned at 9:35 a.m.

Respectfully submitted,



Gail Lepper
Acting Recording Secretary

HAMILTON COUNTY TOWNSHIPS ROAD SUPERINTENDENTS
ASSOCIATION

January 27, 1998

Mr. William Brayshaw, P.E., P.S.
Hamilton County Engineer
OPWC District 2 Integrating Committee
700 County Administration Building
138 East Court Street
Cincinnati, Ohio 45202

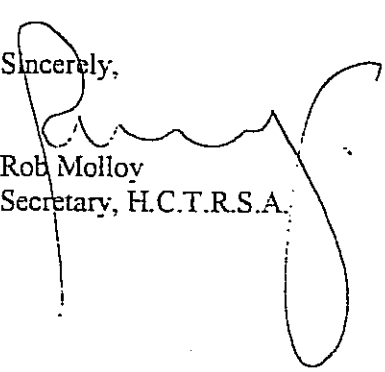
Dear Mr. Brayshaw,

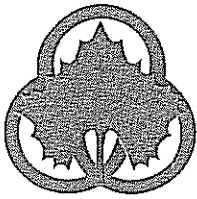
At the January 7, 1998 meeting of the Hamilton County Road Superintendents Association, I was directed to inform you of several concerns of the Association regarding the State Capital Improvement Program funding. Our concerns center on the "high dollar" projects which were funded in the past round as well as splitting these projects over multiple rounds. In our view this not only concentrates the bulk of the funds on a very few projects but ties up future funding as well. Also discussed were the utilization of other funding sources for sewer and water projects.

Possible solutions may be to place a cap on the amount of funding awarded to an individual project, require a higher percentage of matching funds for projects over a certain dollar amount or that the final points be lessened on projects where alternate funding sources were available but not pursued. We feel this would result in the greater probability of funding more projects and a better opportunity for more jurisdictions to participate in the program. This Association would be happy to assist the Support Staff in any way to help facilitate an equitable solution.

If you have any questions or comments regarding this matter, please call me at 791-8447. Thank you for your time and consideration.

Sincerely,


Rob Molloy
Secretary, H.C.T.R.S.A.



Sycamore Township

Hamilton County, Ohio

8540 Kenwood Road • Sycamore Township, Ohio 45236-2010 • (513) 791-8447 • FAX (513) 792-8564

Board of Trustees

Cletus L. McDaniel
Richard C. Kent
Cliff W. Bishop

Clerk-Treasurer

Robert C. Porter III
Law Director
R. Douglas Miller

Administrator

Lori A. Thompson
Superintendent
Rob Molloy

March 10, 1998

Mr. William Brayshaw, P.E., P.S.
Hamilton County Engineer
O.P.W.C. District 2 Integrating Committee
700 County Administration Building
138 East Court Street
Cincinnati, Ohio 45202

Dear Mr. Brayshaw:

The intent of this letter is to support the position of the Hamilton County Township Road Superintendents' Association regarding the funding of projects through the State Capital Improvement Program. In the early rounds of this program we recall many jurisdictions being awarded projects which spread funding throughout Hamilton County. In recent years however, fewer projects are receiving funds due to the increasing dollar amounts of projects. If larger matching funds were required for projects over a set dollar amount, not only would additional monies be freed up for other projects but the importance of a project could be judged by the community's willingness to participate with a greater share of local funds.

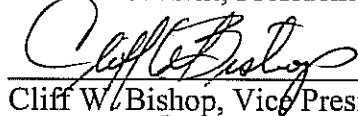
Another concern is that tax increment financing is not considered as a funding source. Sycamore Township has been both innovative and aggressive in the use of tax increment financing to reconstruct several county roads. Approximately 19 million dollars has been spent to date for this purpose with an additional 18 million dollars planned for further improvements.

It is our hope that you and the integrating committee will review these recommendations to make a good program even better.

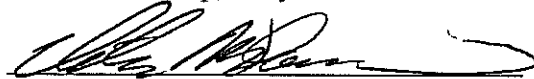
Sincerely,



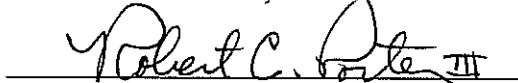
Richard C. Kent, President



Cliff W. Bishop, Vice President



Cletus L. McDaniel, Trustee



Robert C. Porter III, Clerk

SCIP/LTIP PROGRAM
ROUND 13 - PROGRAM YEAR 1999
PROJECT SELECTION CRITERIA
JULY 1, 1999 TO JUNE 30, 2000

JURISDICTION/AGENCY: _____

NAME OF PROJECT: _____

PRELIMINARY SCORE FOR THIS PROJECT: _____

FINAL SCORE FOR THIS PROJECT: _____

RATING TEAM: _____

- POINTS
- 1) If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum for definition of delinquency)
- 10 Points - Will be under contract by end of 1999 and no delinquent projects in Rounds 10 & 11. _____
- 5 Points - Will be under contract by March 30, 2000 and/or Jurisdiction has had one delinquent project in Rounds 10 & 11.
- 0 Points - Will not be under contract by March 30, 2000 and/or Jurisdiction has had more than one delinquent project in Rounds 10 & 11.
- 2) What is the physical condition of the existing infrastructure to be replaced or repaired? (See Addendum for definitions)
- 25 Points - Failed _____
- 23 Points - Critical
- 20 Points - Very Poor
- 17 Points - Poor
- 15 Points - Moderately Poor
- 10 Points - Moderately Fair
- 5 Points - Fair Condition
- 0 Points - Good or Better

NOTE: If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion Project that will improve serviceability.

- 3) If the project is built, what will be its effect on the facility's serviceability? Documentation is required.
- 5 Points - Project design is for future demand. _____
4 Points - Project design is for partial future demand.
3 Points - Project design is for current demand.
2 Points - Project design is for minimal increase in capacity.
1 Point - Project design is for no increase in capacity.
- 4) How important is the project to *HEALTH, SAFETY, AND WELFARE* of the Public and the citizens of the District and/or service area? (See Addendum for definitions)
- 10 Points - Highly significant importance, with substantial impact on all 3 factors. _____
8 Points - Considerably significant importance, with substantial impact on 2 factors, or noticeable impact on all 3 factors.
6 Points - Moderate importance, with substantial impact on 1 factor or noticeable impact on 2 factors.
4 Points - Minimal importance, with noticeable impact on 1 factor
2 Points - No measurable impact
- 5) What is the overall economic health of the jurisdiction?
- 10 Points _____
8 Points
6 Points
4 Points
2 Points
- 6) What matching funds are being committed to the project, expressed as as a percentage of the *TOTAL CONSTRUCTION COST*? Loan and Credit Enhancement projects automatically receive 5 points, and no match is required. All grant-funded projects require a minimum of 10% matching funds.
- 5 Points - 50% or more _____
4 Points - 40% to 49.99%
3 Points - 30% to 39.99%
2 Points - 20% to 29.99%
1 Point - 10% to 19.99%

- 7) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure? *POINTS MAY ONLY BE AWARDED IF THE END RESULT OF THE PROJECT WILL CAUSE THE BAN TO BE LIFTED.*
- 5 Points - Complete ban _____
3 Points - Partial ban
0 Points - No ban of any kind
- 8) What is the total number of existing daily users that will benefit as a result of the proposed project? Appropriate criteria include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.
- 5 Points - 16,000 or more _____
4 Points - 12,000 to 15,999
3 Points - 8,000 to 11,999
2 Points - 4,000 to 7,999
1 Point - 3,999 and under
- 9) Does the infrastructure have regional impact? Consider originations and destinations of traffic, functional classifications, size of service area, number of jurisdictions served, etc. (See Addendum for definitions)
- 5 Points - Major impact _____
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact
- 10) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or a dedicated tax for infrastructure and provided certification of which fees have been enacted?
- 5 Points - Two of the above _____
3 Points - One of the above
0 Points - None of the above

ADDENDUM TO THE RATING SYSTEM

DEFINITIONS/CLARIFICATIONS

New

Note: Points on the items listed below will be based on engineering experience, field verification, application information, and other relevant information supplied by the applicant and the Support Staff. The examples listed below are NOT a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - ABILITY TO PROCEED

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project will be considered delinquent when any of the following occurs: 1) A letter is sent from the OPWC to the affected jurisdiction stating that the project has not moved in accordance with the time frame listed on the application (copies are sent to the District); or 2) no time extension has been granted by the OPWC; or 3) A jurisdiction receiving approval for a project subsequently terminates the same after the bid date on the application. The OPWC sends a letter to a jurisdiction which announces that its' project is going to be terminated when the project is sixty (60) days beyond the bid date shown on the original application and a time extension for the project has not previously been requested or has been denied.

Criterion 2 - CONDITION

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, or health, safety and welfare issues. Condition is rated only on the existing facility being repaired or abandoned. If the existing facility is not being abandoned or repaired, but a new facility is being built, it shall be considered as an expansion project. (Documentation may include ODOT BR-86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included with the original application.)

Definitions:

FAILED CONDITION - Requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: no part of the bridge can be salvaged; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non-functioning and replacement parts are unavailable.)

CRITICAL CONDITION - Requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway, curbs can be saved; Bridges: only the substructure can be salvaged with modifications; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

VERY POOR CONDITION - Requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: substructure and superstructure can be salvaged with extensive repairs; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

POOR CONDITION - Requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: deck cannot be salvaged, substructure and superstructure need repair; Underground: insituform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

MODERATELY POOR CONDITION - Requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: deck can be salvaged with repairs and overlay; Hydrants: functional and replacement parts are available.)

MODERATELY FAIR CONDITION - Requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: deck rehabilitation required, overlay not required.)

FAIR CONDITION - Requires routine maintenance to maintain integrity. (e.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor rehabilitation required.)

GOOD OR BETTER CONDITION - Little or no maintenance required to maintain integrity; Bridges: no work required.

Criterion 4 - *HEALTH, SAFETY & WELFARE*

Definitions:

SAFETY - The design of the project will prevent accidents, promote safer conditions, and eliminate or reduce the danger of risk, liability, or injury.

EXAMPLES: Widening existing roadway lanes to standard lane widths; Adding lanes to a roadway or bridge to increase capacity or alleviate congestion; replacing old or non-functioning hydrants; increasing capacity to a water system, etc.

HEALTH - The design of the project will improve the overall condition of the facility so as to reduce or eliminate disease; or correct concerns regarding the environmental health of the area.

EXAMPLES: Improving or adding storm drainage or sanitary facilities; replacing lead joints in water lines;

WELFARE - The design of the project will promote economic well-being and prosperity.

EXAMPLES: Project has the potential to improve business expansions or opportunities in the area; project will improve the quality of life in the area;

PLEASE NOTE: The examples listed above are NOT a complete list, but only a small sampling of situations that may be relevant to any given project. Each project is looked at on an individual basis to determine if any aspects of this rating category apply, and if so, to what severity level (minor or significant).

The severity and extent of the problem, as it relates to Health, Safety and Welfare, MUST be fully detailed by the applicant and apparent to the rating team. The Support Staff will not attempt to determine these issues on its own.

Without such detail the jurisdiction should expect a lower rating than the project may deserve.

Criterion 9 - *REGIONAL IMPACT*

Definitions:

MAJOR IMPACT - Roads: major multi-jurisdictional route, primary feed to an interstate, Federal Aid Primary routes; Underground: primary water or sewer main serving entire system; Hydrants: multi-jurisdictional.

MODERATE IMPACT - Roads: principal thoroughfares, Federal Aid Urban routes; Underground: primary water or sewer main serving only part of a system; Hydrants: all hydrants in a local system serving only one jurisdiction.

MINIMAL/NO IMPACT - Roads: cul-de-sacs, subdivision streets; Underground: individual water or sewer main not part of a large system; Hydrants: only some hydrants in a local system serving only one jurisdiction.

67th District 2 Integrating Committee Meeting
County Commissioner's Conference Room
County Administration Building
Room 603
Cincinnati, Ohio 45202
March 20, 1998 - 8:00 a.m.

AGENDA

- 1.) Approval of previous meeting's minutes
- 2.) Support Staff Items:
 - (A) Presentation of the Round 13 Rating System. (Possible Vote)
 - (B) Letter from the Hamilton County Townships Roads Superintendents Association regarding District funding policies. Speaking for the Association is Mr. Rob Molloy of Sycamore Township.
 - (C) Letter from Sycamore Township Trustees regarding District funding policies.
- 3.) Small Governments Subcommittee report.
- 4.) Old business.
- 5.) New business.
- 6.) Next meeting date is Friday, April ¹⁷~~18~~, 1998.
- 7.) Adjourn.

67th District #2 Integrating Committee Meeting
Board of County Commissioners' Conference Room
Room 603, County Administration Building
Cincinnati, OH 45202

March 20 1998 - 8:00 a.m.

ATTENDANCE LIST

NAME

AFFILIATION

PHONE NO.

ROBB RICHARDSON

CIV. ENGR. - ENR

352-3310

Richard MENDO

CIV.

352-2159

Peter Heile

Cinti

352-3332

DR. SARGE

HCMC

821-7604

Joe Dykes

HCTA

941 2466

Joseph Charlton

Cinti

352-1586

Bill Seitz

HCTA

357-9332

Bill Brayshaw

Ham. C. Engr.

632-8630

PAV Brooks

HCMC

521-7413